Train Accidents

† 1151. SHRI MOTILAL VORA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents that took place during the last two years and the loss of life and property in each accident;

(b) the reasons for each accident;

(c) the measures taken to check the same and when; and

(d) the amount of compensation given for the deceased and to the injured and on what basis the same was given?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTARAYA): (a) Number of accidents, casualties and loss to Railway property for the last two years are as under:—

S.No	Particular	2000-2001	2001-2002*
1.	Number of accident	473	415
2.	Number of persons killed	216	100
3.	Loss to Railway property	Rs. 54.98 crore	Rs. 48.54 crore

*Figures are provisional.

(b) Train accidents are caused by failure of Railway Staff, equipment failure, lapses on the part of road vehicle users at level crossings, sabotage, combination of factors and other incidental reasons.

(c) Some of important steps taken to reduce accidents are as follows:—

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/-crore has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C, 'D' and 'D Spl.' routes having speed above 75 kmph. has been done and remaining portion of the work is under progress.

(iii) Extended field trials of anti Collision Device (ACD) are being conducted on Northern Railway. After successful completion

† Original notice of the question was received in Hindi.

of extended field trials, a decision would be taken for its wider application.

(iv) Last vehicle check by Axle Counter have been introduced over 175 block sections and more sections are being progressively added;

(v) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vi) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps having better visibility.

(viii) Tie Tamping and ballast cleaning machines and Track Renewal Trains are being used to get superior track geometry.

(ix) To monitor track geometry and running characteristics of the track, sophisticated track recording cars, osillograph cars and portable accelerometers are being used progressively.

(x) For detection of hidden flaws in rails/welds, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xi) At the Rail Rolling Mill, Bhilai, online, Ultrasonic Flaw Detection (USFD) and eddy current testing is being done to weed out rails with defects. Vacuum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Bhilai Steel Plant of Steel Authority of India Limited are also planning together to produce longer rail *i.e.* 26 metre and 65 or 78 metre, instead of conventional 13 metre length to reduce number of welds in the track.

(xii) The specification of Rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xiii) Funds being received from the diesel cess are being used for safety related works pertaining to level crossing, Road Over Bridges/Road Under Bridges.

(xiv) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the exles so as to prevent cases of cold breakage of axles.

(xv) Whisle Boards/speed breakers and road signs have been provided at unmanned level crossings;

(xvi) Audio-visual publicity campaigns are undertaken to educate road users on the precautions to be taken at level crossing.

(xvii) Level Crossings having heavy traffic density are beign progressively interlocked with signals on a planned basis.

(xviii) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xix) Periodical Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters is being conducted.

(xx) Training facilities for drivers, guards and staff connected with train operation have been modersnized including use of Simulators for training of drivers.

(xxi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for creach training courses.

(xxii) Stringent penalty to the extent of dismissal/removal from service is beign imposed on officials causing serious accidents.

(xxiii) All new coaches are being fitted with Bogie Mounted Brake System. In addition, some of the existing coaches having adequate residual life are also being retrofitted with this system.

(xxiv) to improve crash worthiness of coaches, as an immediate measure, coach interiors are bieng re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xxv) All the Production unit, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality Maintenance System.

(d) Under the Railway Accidents and Untoward Incidents (Compensation) amendment Rules, 1997, norms have been fixed for paying

uniform scale of compensation to each accident victims as under:—

(1) Rs. 4 lakhs for death and permanent disability.

(2) Rs. 32,000/- to Rs. 3,60,000/- depending upon the gravity of injury. Amount of compensation paid during the last two years is as under:—

Year	(Rs. in crores)
2000-2001	1.08
2001-2002	4.82

Railway projects in Karnataka

1152. SHRIJANARDHANAPOOJARY:

SHRI K. RAHMAN KHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) how many railway projects like new rail lines, gauge conversion, extension of platforms, electrification and doubling of rail lines have been pending completion in Karnataka for the last ten years;

(b) the expenditure incurred on each of such projects so far, the expected time of their completion and the reasons for the delay in their completion;

(c) whether gauge conversin of Mangalore-Hassan Rail line has been pending for a numebr of years, owing to lack of funds from the Central Government; and

(d) if so, the steps taken to expedite the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Details of ongoing Railway projects in Karnataka, which were sanctioned more than ten years ago under New Lines, doubling, Guauge Conversion, Railway electrification Plan-Heads and extension of platforms, including expenditure incurred on each project by the end of March, 2002 are given in the enclosed statement *{See* below).

Status of each project including target dates of their completion, wherever fixed, and the reasons for delay in their completion are also mentioned in the enclosed statement *(See* below)

(c) No, Sir.

(d) Does not arise.